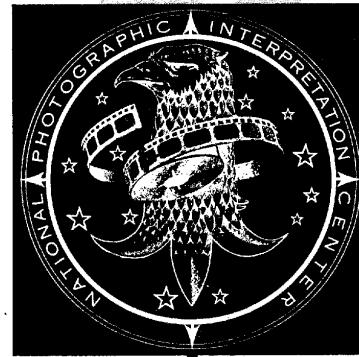


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PHOTOGRAPHIC INTERPRETATION MEMORANDUM



**EXPANSION OF
HO CHI MINH TRAIL
CONTINUES**

NPIC/R-125/68

NOVEMBER 1968

GROUP 1: EXCLUDED FROM
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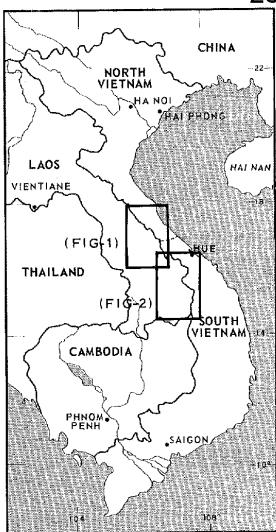
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EXPANSION OF HO CHI MINH TRAIL CONTINUES

For the first time in recent years, a significant portion of the Ho Chi Minh Trail in Laos was open to vehicles during the Southwest Monsoon rainy season (May through September). Although portions of the northern network (Figure 1) were closed for short periods, the servicing of activity in the northern highlands of South Vietnam continued unimpaired, with a generally continuous vehicular flow between Mu Gia Pass and A Shau Valley.

Roads in the Southern Panhandle, south of Route 922 (Figure 2), were not maintained during the rainy season and were unserviceable to motorized traffic as late as [REDACTED] of this year.

25X1D



Photography of [REDACTED] reveals that extensive and rapid repair has been accomplished and traffic can probably now move as far south as Cambodia, via routes 96, 962, and the western half of Route 110. Road serviceability ends in the area of the numerous water-to-road transshipment points just inside Cambodia on the Se Kong River. The eastern half of Route 110, the extreme southern portion of Route 96 and Route 96/110 all appear in disuse, as of [REDACTED].

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Since the onset of the dry season in [REDACTED] there has been an extensive effort to expand the logistics network and provide alternates for the existing roads. The accompanying maps depict approximately 270 nm of newly constructed roads, including 90 nm that extend the original network. For comparison, 80 nm of new roads were constructed in the first part of [REDACTED], 330 nm in the [REDACTED] dry season, and only 75 nm in the [REDACTED] dry season. The new road construction has been well dispersed throughout the Panhandle, with the major effort in the north upon alternate and by-pass segments, and in the south upon expansion into South Vietnam. In addition to the construction which is associated with the movement of supplies and personnel through Laos, a segment of Route 23 was reactivated this year in support of Communist operations against Saravane.

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This report, coupled with the photographic interpretation report on insurgency in Cambodia 1/, and the photographic interpretation memorandum on the extension of Route 110 in South Vietnam 2/, presents the entire Communist logistics net between Mu Gia Pass and the Gulf of Siam as of [REDACTED]

1/ NPIC/R-114/68, October 1968
2/ NPIC/R-120/68, October 1968

NPIC Project: 250122

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ROADS CONSTRUCTED BEFORE
ROADS CONSTRUCTED AFTER

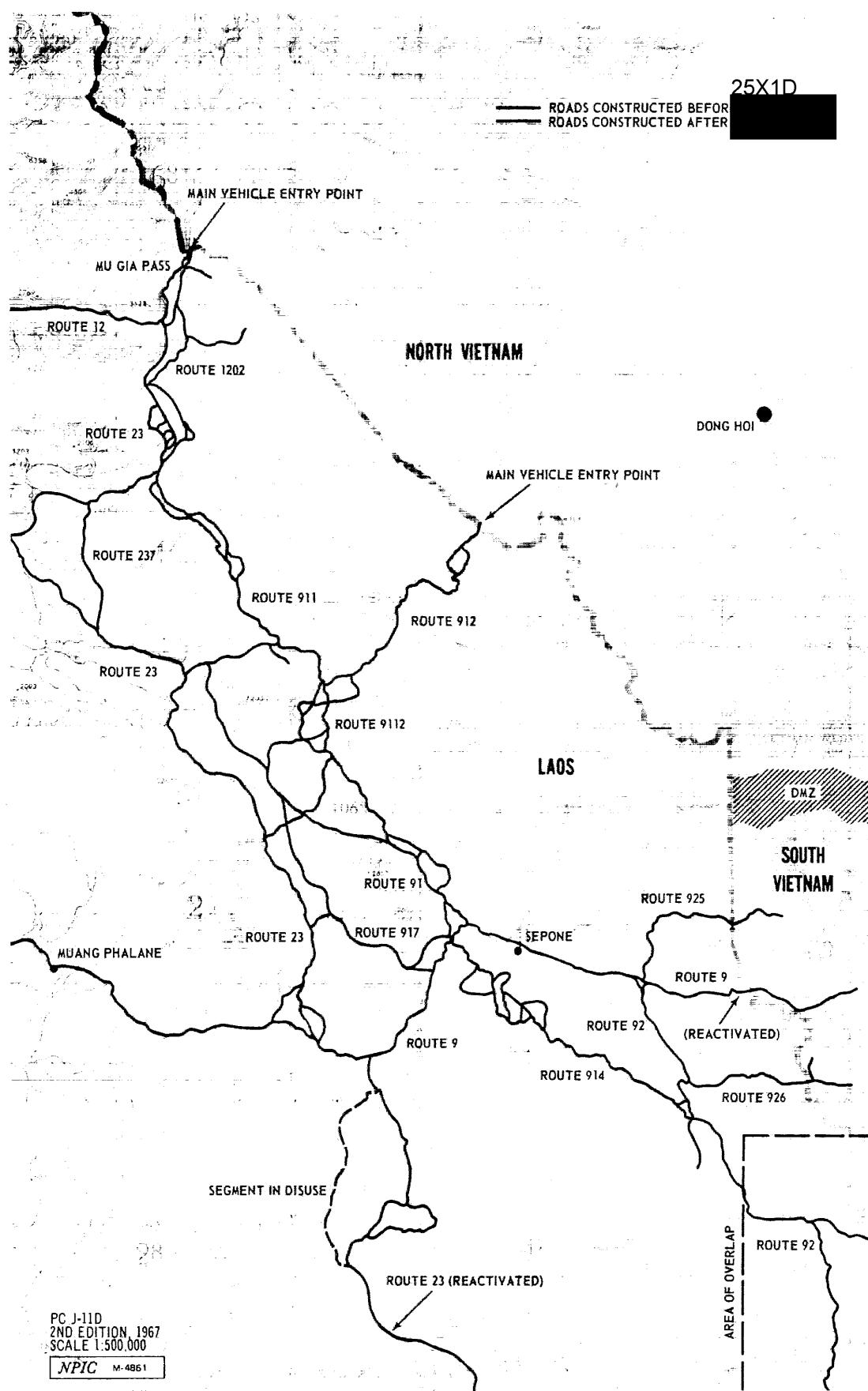


FIGURE 1. NORTHERN LAOTIAN PANHANDLE.

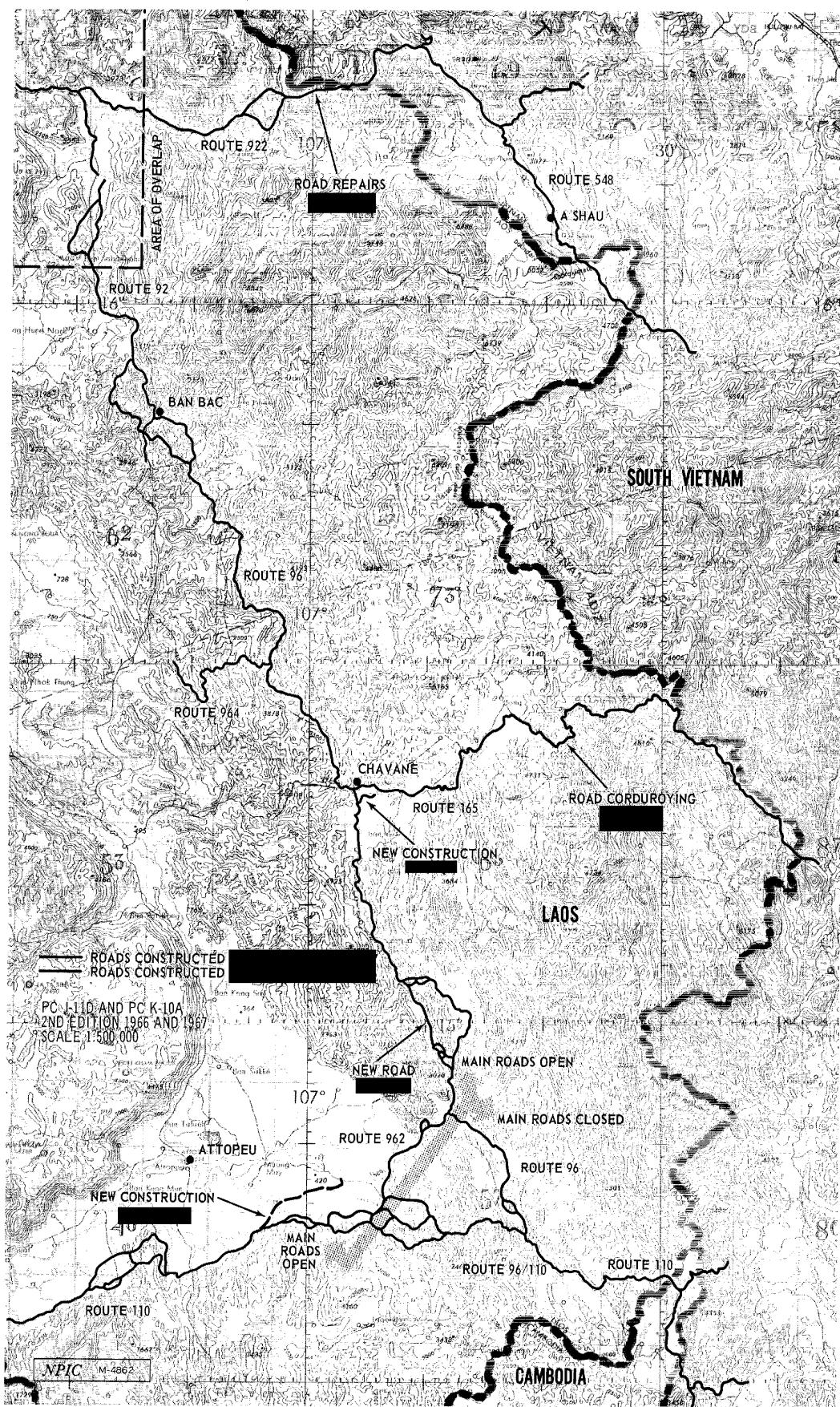


FIGURE 2. SOUTHERN LAOTIAN PANHANDLE.

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